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The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, TUESDAY, AUGUST 16, 1921.

OF MISLAYING ONE'S SPECS.

There are some periods in the life of a man that are called climacterics, to ascertain which it is necessary to do antithetical tricks with the factor seven. The age of 63 is called "the grand climacteric." What important change in the man then takes place we do not know, except that his mind is probably from then on more and more coloured by thoughts of the full stop that must wind up all these periods. The fact that his age has nine sevens in it, if in all other things he feels as fit as he did at fifty, is not likely to affect his character beyond that possible mental bent. Medical men, of course, do not regard sevens or nines as rungs or steps in the ladder of life, though they use the word for less frequently occurring changes. The climacterics they recognise are physical; there are psychic climacterics that must be far too numerous to wait on seven or nine year periodicity. The modern recognition of the interdependence of mind and body seems to involve a further subdivision of these stages. Let us consider only, as a suggestion for possibly more extended meditation, the climacteric which calls for aids to vision. The intelligent optician dates that, we understand, somewhere about the age of forty. If there were makers of spiritual spectacles or "pince-nez" the age would be younger than that. Indeed, such clairvoyance as ever comes to men comes between adolescence and prime, if such a generalization may be asked. But the optician's or oculist's climacteric is the one we are to contemplate for a little while. How often up to that date are older

people heard to say, "where are my glasses? I cannot see without my glasses." To the normal-eyed youth such speeches are nearly meaningless. If he analyses them at all, he concludes them to be exaggerations, overstatements, for he thinks, if at all, of aged eyes looking through glass as of young ones looking through a window. It is a shock to forty-odd when, after years of strong sight, much reading, horizon gazing, and so on, he pays his first visit to an oculist. He has gone probably after being so advised, and after some worrying about mysterious mists and blurrings that have come to trouble him. Can it be that he is going blind? The professional reassures him somewhat, and gives him the comforting news that whatever it is, it is normal, and natural to his age. He has not (as his vivid imagination, spurred by egotistic affection, first thought) been picked out from other men as the victim of a tragic blow from Fate. Here, before, during, and after this visit, you will perceive a room for remarkable soul adjustments. The wearing-out of a nerve in or about the eye is, with the possible exception of decaying teeth, a warning lightly regarded, probably his first pointed intimation of mortality, the first that succeeds in impressing him. The physical relief of well-designed and well-made spectacles is apparent enough; but what or who shall relieve the painful feeling of helplessness and humiliation when, after "getting used" to them, (which means that they have become indispensable) the man mislays his spectacles, or forgets to bring them to office? The psychological effect of the discovery that he too, like his more aged friends, cannot see without his glasses, is closely related to that of the first discovery of the enormous part of the universe revealed by the high-power microscope, which must be a shock to every man of imagination. It is to see the unseen, as the finding of those myriad spectacles will be to

see again the once seen. Does this not suggest that there may be much more to see that we have never yet seen and cannot see now! That death itself is, perhaps, a climacteric!

LOCAL AND GENERAL.

The Canton tea-house boys' strike remains unsettled.

The E. & A. s.s. "Victoria" will not sail for Australian ports until August 27.

A private collection of valuable antique China and curios of various periods will be sold by Messrs. Lamert Bros. to-morrow afternoon.

The death is announced at home of the Rev. Bernard N. Miles, M.A., formerly of Japan and Singapore. He died of pneumonia at the age of 40.

A meeting of the Hongkong Water Polo Association will be held at the Victoria Recreation Club to-morrow (Wednesday) evening at six o'clock.

At the V.R.C. bath, yesterday, the R.G.A. defeated the United Athletic Club at water polo by 4 goals to 2. Lewis (3) and Reddick scored for the winners.

The Java Bode reports that trial trips have taken place between Batavia and Surabaya for the establishment of a regular aerial postal service in Java.

Helpful information in regard to Canadian travel facilities is contained in the July bulletin of the Canadian Pacific Railway, a copy of which has been forwarded to this office.

Surgeon-Lieutenant-Commander E. Hefferman has been appointed to the "Tamar," Depot ship at Hongkong. This medical officer has been recently serving on the battleship "Royal Oak."

An attractive programme has been arranged for the Victoria Recreation Club's fourth night swimming fête to be held at nine o'clock on Friday night. Entries for the open events close to-day.

Among the passengers who sailed by the Blue Funnel steamer "Teiresias" to-day was Mr. F. F. Duckworth, of the Electric Light Co., accompanied by Mrs. Duckworth, Miss Joan L. Duckworth, Master John R. Duckworth and infant.

An interesting wedding took place at Holy Trinity Cathedral, Shanghai, on August 9, when the contracting parties were Mr. Charles Alfred Henderson, son of the late Mr. John Henderson, of Tientsin, Berks, and Lulu, daughter of the late Mr. Joseph Scott Czead, of Montana, U.S.A.

The junk helmsman whose terrible experience adrift in a small native canoe for sixteen days was described in yesterday's *China Mail* was taken to the Government Civil Hospital yesterday. His small craft has been removed from the steamer "Phraang" which rescued him to the Harbour Office.

The death has occurred at the R.N. Hospital, Chatham, at the age of 73, of Com. Edward Phillips Staibam, R.N. (retired). Entering the service in 1861, he had held the rank of commander since September 18, 1909. He served in the corvette "Barrosa" in China. Com. Staibam was the historian of the "Britannia" training ship.

The police have recovered \$370 worth of the jewellery stolen from room No. 16 at the Repulse Bay Hotel, occupied by Mr. Harrington. No arrest has yet been made. Mr. Harrington's room was entered during Sunday night, and \$500 worth of jewellery was stolen from the dressing table. The police are confident of recovering the rest of the property.

Captain Ralph Elliot, C.B.E., from command of the battleship "Hercules," has been appointed to the command of the river gunboat "Bee" China Station, which carries with it the appointment of flag captain to the rear-admiral commanding the Yangtze flotilla. Captain Elliot saw much hard fighting in the Great War, and was mentioned in despatches for his services. He got his captaincy in June, 1918, and whilst in command of "the Hercules" was flag captain to Rear-Admiral Crawford MacLachlan, C.B.

As announced by our special correspondent, a Straits Government Gazette Extraordinary contains orders under the Tobacco and Liquor Revenue Ordinance, increasing the duties payable. Under Tobacco, cigars and snuff are \$1.20 a lb; cigarettes and manufactured tobacco 80 cents per lb; unmanufactured tobacco and native tobacco, other than cigars, cigarettes and snuff \$20 a picul. Spirits—Arrack or spirit 30s a gallon; brandy, whisky, rum, gin, liqueurs, bitters, Japanese sake and Chinese samsoo \$9 per proof gallon, less than 85 proof \$7.20 per gallon, lower grades in proportion; sparkling wines \$4.50; still wines \$3; ale, beer &c., 90 cents. Increases are also made for Labuan tobacco.

SPECIAL CABLE.

U.S. COURT FOR CHINA.

INVESTIGATION REPORTED ORDERED.

[China Mail Special.]

SHANGHAI, Aug. 16.

It is reported here that President Harding has ordered an investigation into the United States Court for China. Judge Lobingier is leaving next Saturday for America. He is expected to be away for three months.

LOCAL AND GENERAL.

Patrolling the harbour yesterday, Lance Sergeant Brett picked up the badly decomposed body of a 14-year old male Chinese from the top of the breakwater wall at Causeway Bay.

A fine of \$500 or 3 months' hard labour was the smart sentence passed by Magistrate Lindsell this morning on a Chinese charged with having in his possession 1,000 illicit lottery tickets.

Mr. Grunsell of Holt's wharf reports that during his absence from the office between noon on August 13, and 8 a.m., yesterday, a drawer in his desk was forced open and a silver wristlet watch stolen.

Captain D. C. MacIntyre, Harbour Master, Penang, who retires at the end of this month on pension, will, it is understood, be succeeded by Commander C. A. Peel, R.N.R., Singapore, as acting Harbour Master.

Entrusted with \$105 in notes and silver, and a pair of jadestone bangles to deliver to his master, a fishing junk fohi absconded. A warrant has been issued for his arrest. He is believed to be in hiding on the mainland.

Injuries to the face and stomach are alleged to have been received by a woman during assault by a man in the course of a household quarrel at No. 103, Second Street. The woman is now in hospital, the man in police custody.

No. 1A, Cairne Road, the residence of a Chinese merchant, was entered on Saturday night when a gold wrist watch worth \$40, and \$36 in money were stolen. There is no clue as to how the thief gained admittance to the house.

Found in Connaught Road West yesterday afternoon apparently insane, a Chinese, aged about 25 years, who was unable to give the police any information concerning himself excepting that he was a native of Wuchow, has been taken to the hospital for medical observation.

Parisians have been much touched by the humane act of a Japanese gentleman now in Paris. A big black mare, drawing a heavily laden wagon through the Place de la Bastille, slipped and fell, and immediately a crowd surrounded the unfortunate animal, making vain attempts to help her to her feet. A well-dressed Japanese was standing at the edge of the crowd, and when he saw what had happened he made his way to Black Bess's side, and taking off his coat, spread it under the animal's hoofs to give her a foothold on the slippery roadway, and then, gently encouraging her, helped her to struggle up. That done, he picked up his dusty coat and left before the astonished driver could thank him.

The *Silver Wolf* magazine, the official organ of the Boy Scouts' Association of Hongkong, has made its second appearance among our periodicals. It is a natty and attractively compiled little volume, and contains a wealth of interesting information for scouts and ex-scouts. Included in the contents is a history of the local Association which was formed a few months before the war, but owing to the conflict, had to remain inactive until now. Other items of interest are "A Thought for the Hot Weather," by the Commissioner, Lt. Col. F. J. Bowen, photographs by Mr. A. O. Brown and Mr. R. Hancock (Hon. Treas. and Vice-Pres. of the Association, respectively). Troop Notes, "Seeds of Naval Training," and Nature Notes. The magazine also contains particulars of an interesting competition, "Answers to Puzzles," and a Merry Thoughts department.

CAPTURE OF KWEI LIN.

ANOTHER KWANGSI MILITARIST REMOVED.

News has been received from General Chen Chung-ming at Nanning of the capture of Kweilin, which was in the control of Shun Hui-yung, one of the defeated Kwangsi militarists, who severed relations with the former. General Lu Yung-tung at the last minute, when the fall of the latter was imminent, Shun Hui-yung together with his gang of minor militarists have fled and the city is now in the entire control of the Cantonese troops, reports the Canton Times.

BILL OTAVISH LOST.

BY ROY L. YARDE.

"What's happened, Bill?" I queried, of my old friend, Bill O'Tavish. "Don't see you playing golf much lately."

"No-o," he drawled, elevating his brows. "Not being a talpan or a government servant, I can't afford Fandling."

"Neither can I, but what's wrong with King's Park?"

"O-o-h! I don't go out there much lately. Too hot."

"Alibi!" I snarled. "Look here, William, do you think I go about with my eyes and ears closed?"

There I stopped and leered knowingly at him.

He howled: "Don't you dare to mention that damned trackless waste to me, son, or I'll take you out there, and—"

"No, you'll not take me out there, you haven't the nerve."

"Why haven't?" he snapped. "Because," I grinned, "you're afraid you'll get lost again."

He groaned. His secret was out. "That's all right, old man," I soothed, "don't feel badly about it, you're not the only man that's been, or will be, lost in that howling wilderness."

"When the livable days come, some months hence, and the tall, untidy days, and dies, and is blown away, many mouldering skeletons of hardy golfers shall be unveiled."

"I see many new faces among the caddies, therefore I assume that the 'trackless waste' has taken its toll of them. I have my eye on three of them whose ball-sealing days are numbered. All I want is to get 'em on that flat on the left of the Grand Canyon, going to the fourth. Nothing'll ever find 'em there—not even their Satanic Master."

"In the old days, when the genial Major, or the hefty Commander presided over the welfare of the course, people very rarely got lost out there, unless they got into the cactus growth that used to be along the upper left hand bank of the G.C., or floundered into the morass, going to the first. In those days, one had to slide badly to get bogged, but since the recent alterations the 'best hole' is part of the fairway. That change was a brilliant idea."

"Oh! pardon me, Bill, I know you're going to tell me how your wonderful powers of wood-craft brought you out of the primeval forest alive."

"Your observations are very moderate, Joe," he remarked. "You appear to know whereof you speak. That being so, I shall impart the whole harrowing tale."

"You see, since May-day I have never ventured out there on a cloudy day. As long as I could see the sun I managed to keep my bearings and get along after a fashion till my balls were all lost."

"Stolen, you mean," I corrected. "As you like, Joe, but you know it is always a poor workman that quarrels with his tools. My balls are never stolen."

"You-you—bloomin' 'four-flusher'!"

"Well, this day the sun shone brilliantly and I progressed in remarkable style. I had 73 to the seventh, so I was feeling great, as I could see nothing to keep me from doing the nine holes under the 100. True, I only had five balls left, but with a streak of joss they ought to last two holes."

"I ambled along the brow of the hill to the eighth tee, erected my little sand dome, took my stance, addressed the ball, closed my eyes and enumerated the twenty-three commandments that must be followed if one would have a decent drive. Opening my eyes, I fixed 'em on the ball—it was the only thing on earth, and I had to drive it a mile."

"She went off, fine, and landed well across the 'Grand Canyon,' as you call it. Feeling better, I hiked down the hill, crossed the bridge, swung around to the right a piece, then bore away to the Eastward and started looking for the ball."

"After searching about an hour I suddenly realized that the sky had become heavily overcast. Getting panicky, I howled for the caddy but he was gone, so I started off—didn't know where I was going, but I was on my way."

"Some time later I struck a sort of a trail, and followed it for several miles. It didn't seem to lead me anywhere but I followed on because it was getting bitter all the time. I was getting tired by this time so I sat down for a bit of a blow and a smoke. After a time I arose and staggered on again, forgetting my driver."

Just before dark I saw a club lying across the path. Tottering up to it and observing it closely for a time I suddenly realized that it was the forgotten driver. Then the whole awful thing dawned upon me. I was hopelessly lost, and like all lost people I had been travelling in a circle. Heaven alone knows how many circles I had described while making my way through that almost impenetrable maze of tropical undergrowth."

"My sympathy for myself was so great that I fell down and wept the biggest and saddest tears I ever wept, except the time mother barked me for throwing a bean in the rain-barrel to see if she could swim."

"When the sob period died away I slept, regardless of landlords and lesser evils, such as tigers, reptiles and caddies."

"The sun was shining when I awoke, but it was low, and I couldn't tell whether it was coming or going. My hunger and thirst was so great that I didn't worry much about it just then, as I naturally supposed it was coming. The first thing I did was to pull in nine inches of my belt, then I saw a pigeon that had managed to get into the rough and couldn't get out. I found a stone but the growth was so thick I could not throw it. Then my inventive genius came to the fore. I got my driver, took the lashing off it and made my knife securely fast to the end of the club. Ten minutes later I succeeded in spearing the fluttering manna."

"After I got it cleaned, I tried to make a fire but the rank growth was too dank to burn. There was only one thing to do and I did it. It was one Lucullan feast, believe me. Hereafter I eat all my pigeons raw."

"About now I was feeling a lot better, but awful thirsty, so after putting a bunch of ten-cent pieces in my mouth—to start the saliva—I had another look at the sun. Ye Gods! It was almost gone. Letting slide a stenorian bellow I tore into the jungle, sure now, that I was travelling West."

"Pretty soon I saw one of those beautiful fourteen inch lizards, and after stalking it for half an hour I managed to harpoon it, then prepared my evening repast. I'd never eaten a raw saurian before, but this one was all."

"What the—are you blinking at, Joe?" he broke off and barked.

"Nothing," I answered, "And then?"

"And then, I continued on to the westward. I noticed I was going down hill, and was almost certain of my position when I went headlong into a hole."

When I came to it was pitch dark, and I saw luminous shape for a moment. I lay and shivered like a wet dog on a door-step. It was my Chinese ghost, and a female one at that."

"As you know, Joe, whenever anything scares me it always makes me mad, so I jumped out of the hole and made for the spookhouse. It was useless, the spookhouse though it didn't exist, while I had to fight every inch of the way."

"She'd wait till I was close enough to grab her then she'd fit away—she hadn't forgotten any of the wiles of her species."

"Several times I sprang for her but she always eluded me. After hours of this beguilement I managed to get good and handy, and jumped, but I encountered nothing, except space, and into that I whirled. While hurtling downward I heard the most hideous shrieks, howls and groans, exactly as though murder was being done."

"You really should change your brand, Bill," I murmured.

"Shut up, you wor-mur. After a time I landed—the fall hadn't hurt me in the least, but the sudden stop did. About the last I remember was the smell of brim-stone, and just before I went off I wondered how long it would be before James' Lucifer Squarefoot would arrive."

"A century or two later I revived, and found that I was in a rock-bound place, and day appeared to be about to break. Yes, the stone that put the stars to flight had been hurled, but as yet it hadn't struck anywhere."

"As the light grew stronger, and things began to assume shape, I slowly realized that I was in the G.C., just above the second bridge. There was water in the bottom, but it was running uphill."

"Yes," said I, "water always runs uphill when you're lost. It's a good thing perhaps, that that Chinese woman was murdered there four or five years ago, otherwise we shouldn't have had the pleasure of listening to this tale of tales. Go on, William, and don't scowl."

"I got up on my hind legs and waited for the sun to raise, but it didn't raise in the West where I expected it would."

"Well, the sun, the nullah and the running water almost convinced me I was wrong, so I followed the flowing water, uphill, under the bridge. After a time I crawled under another bridge, then after several miles the alley turned to the left, and half an hour later I came to another bridge. After due consideration I crawled up this bridge and via the waste rounding landscape."

"The Waste spread away to the Northward, but to the Southward I saw people passing. 'Yelping for joy I tore out among them and frantically shook them by the hand—that is, the few I could get hold of. Then came an empty ricsha, which I immediately commandeered, and was yanked home with the frightful velocity of a snail."

"Somewhat taking off my topee, I tendered it to Bill."

"Go to blazes," he snarled, and lapped into silence, but after a while he brightened up and said: "I suppose you think that little stunt has finished my golf for life, eh?"

"Oh no, Bill, but I suppose in future you'll only play on a billiard table, or Happy Valley—they're much the same."

"Look here, you poor fish!" he roared. "I'll take you out in that howling wilderness any day you like and how you—"

"How to get lost?"

"No! No more getting lost for Bill O'Tavish. If the sun's out I'll play the nine holes in five hours, or maybe less."

"If it's not out you'll go astray!"

"Not on your life, I'll stop the

A PUZZLING CASE.

INVOLVING POLITICAL DECISIONS.

Argument as to the powers of the Magistrate in extradition cases as compared with cases for commitment to Sessions was offered in Magistrate Lindsell's Court yesterday when the hearing was continued of the Canton extradition case in which Mr. T. M. Hazelrigg, Assistant Crown Solicitor, applied for the surrender of a Chinese man and a woman to Canton on a charge of having stolen \$1,100 worth of jewellery from a Chinese banker of that city.

Mr. C. K. Hall Brutton opposed the application, and raised the point as to which is the legal Government of China as recognised by the Powers—the Peking or the Canton one.

The female fugitive was, according to the prosecution, the banker's concubine. They had lived happily together for over two years, and then the male fugitive came into the woman's life. They had many meetings on a sampan on the river, and then one day they disappeared from Canton, the woman taking with her the jewellery which the banker alleged he had only loaned to her to wear only when presiding at dinners given by him to his friends. Detectives traced the couple to the servants' quarters of Government Civil Hospital, where in their possession was found several pawn tickets relating to part of the stolen jewellery.

The defence was that the banker had kept the liaison secret from his wife, and when she eventually discovered it she behaved angrily. The wife gave the concubine a new name which the latter resented as an insult. That it was alleged, was the real reason for her leaving the banker. As to the jewellery, the woman proved to the Magistrate that some she had made or adapted by a firm of jewellers in Canton, and the rest was given to her by the banker during the time he was courting her.

At the beginning of the hearing yesterday, the Magistrate said that he had decided to discharge the male fugitive on the ground that no case had been made out against him.

Evidence having been completed both for the prosecution and the defence at the previous hearing, the principal argument turned on the precise degree of probable or possible guilt that would warrant the Magistrate in granting the application for extradition.

Both solicitors addressed the Court at length. Mr. Hazelrigg said that it was a case of oath against oath, but having regard to the fact that some of the jewellery was essentially for masculine wear, he submitted that the balance of probability was in favour of the banker. Commenting on the photographs of entries in the jeweller's books produced by the female fugitive in support of her story, Mr. Hazelrigg said that he had not objected to their production because he realised the difficulty experienced by the defence in extradition cases, in getting witnesses down from Canton. But, he reminded the Magistrate, it had not been shown by the defence that the books themselves could not have been produced. In the circumstances, the photographs were inadmissible. He submitted that the evidence of the prosecution raised a strong presumption of the woman's guilt.

Mr. Brutton said that if the case revolved on the credibility of evidence, he submitted that it was entirely on his side. "Here you see a man," he said, "who says he is a wealthy banker—the owner of two other shops. He liked to see this girl well-dressed when she acted as hostess, and yet in the same breath he says: 'She has no jewellery whatever; I never gave her any.' He asks the Court to believe that, enamoured as he must have been of this girl, he never did anything more than dote on to her \$360 and \$180 when it had been earned in a brothel."

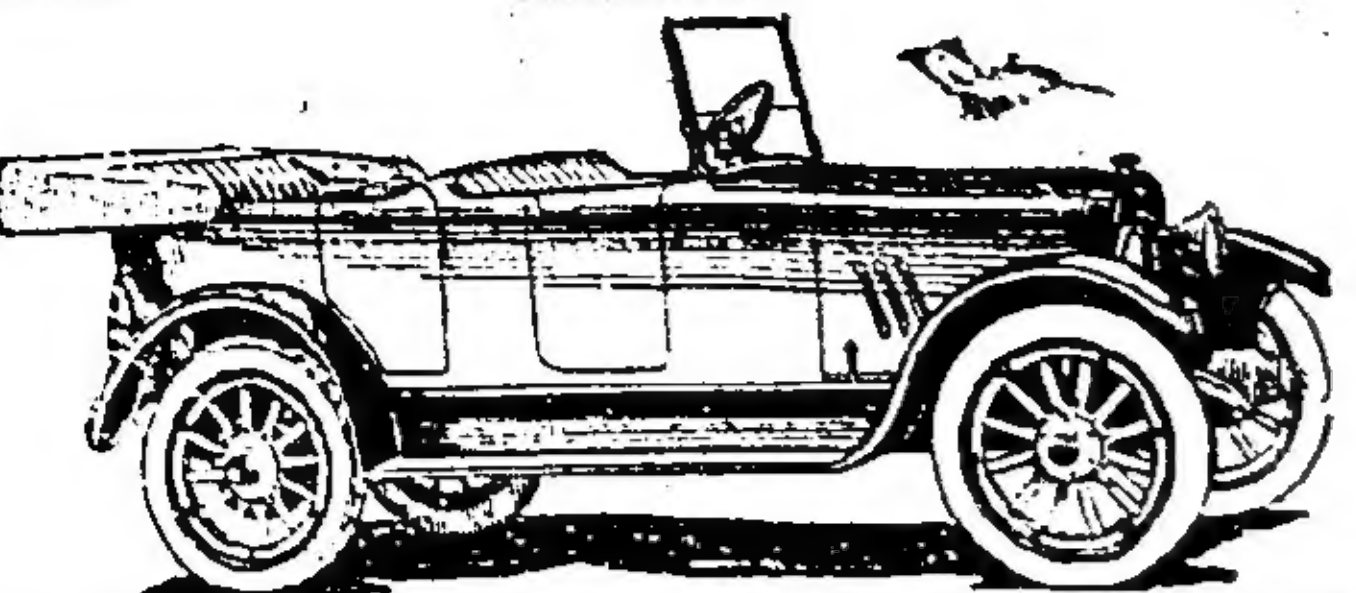
Continuing, Mr. Brutton suggested that the truth of the case was that the banker had lost face because his concubine had left him. Under the extradition law he could not get her back for leavins, him, so he made up a criminal charge against her. The whole case was one of revenge. If some of the jewellery mentioned in the charge, was, as the banker had alleged, his wife's property, why was she not produced to prove ownership? Mr. Brutton submitted that no jury would believe a part of the man's story when the other was not convincing.

On this point the Magistrate decided to take time to consider his decision, and Mr. Brutton intimated that in the event of a decision being given against the defence, he would ask that the question be considered whether the Canton authorities were recognised by the British Government and had power to apply for extradition. On that point he desired to subpoena the Registrar of the Supreme Court to give evidence.

came most likely, but we'll get out all right."

"Look here, Bill, will you take me out some day soon?" said I, very seriously. He agreed like the report he is. So I'm elected for a little game before the North-east monsoon again buries King's Park with dust from the cement works."

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BANQUE INDUSTRIELLE.

WINDING-UP PETITION.

HEARING ADJOURNED.

RE-ORGANISATION - SCHEME.

Expressing the opinion that the institution will be taken over by a bank combine which will furnish the necessary funds to pay its creditors in full, Mr. M. Montargis, the Hongkong manager of the Banque Industrielle de Chine, approached the Court this morning for a further adjournment of the winding-up petition which he presented some time ago.

Appearing on behalf of the petitioner, Mr. F. C. Jenkin instructed by Messrs. Deacon, Looker, Pearson and Harston told the acting Chief Justice (Mr. H. H. J. Gompertz) that telegrams received by Mr. Montargis from Shanghai, Singapore, Peking and Paris indicated that now a transactional settlement had been granted negotiations were proceeding apace and the re-organisation of the Banque appeared imminent.

Counsel read to the Court an affidavit by the petitioner in the course of which Mr. Montargis declared: "From a perusal of such telegrams I am of the opinion that the re-organisation referred to is a re-organisation which the directors of my Bank in Paris hope to bring about by which the Banque Industrielle de Chine will be taken over by a bank combine under its old or a new name and which will take over all assets of my Bank and supply the necessary funds to meet its liabilities with a view to paying off the creditors and depositors in full and so maintain the prestige of the French nation in the Far East."

"I therefore humbly ask this Court," proceeded the affidavit, "that the hearing of the winding-up order be adjourned until October 18, 1921. Such adjournment will not in any way prejudice depositors and creditors in Hongkong because the provisional liquidator is empowered to collect in and protect all the assets of the Bank and is so doing and the only further assets of the Bank which a winding-up order would enable him to pursue are such as assets the collecting in of which would entail litigation and as in the event of such re-organisation being brought about the depositors and creditors would be paid in full it is in my opinion to the advantage of such creditors and depositors in Hongkong to further adjourn the hearing of my Bank's petition for the winding-up in Hongkong in order that they may reap the benefit of any re-organisation which may be brought about."

Mr. Jenkin mentioned that no notice had been received from any creditors or contributors that they desired to appear on the adjourned hearing. It had occurred to the petitioner, counsel said, that possibly it would be commendable to His Lordship that an order should be made by which this adjournment, if granted, should be conditional and that the matter might be restored to the notice paper at any time by way of an *ex parte* application.

His Honour: That should be done, I think, because the adjournment you are asking for is a lengthy one that will carry us over the vacation. So long as it is clearly understood that there is power to ask for restoration to the list at any time on the grounds being given.

His Honour said he would make an order in the direction indicated and that the provisional liquidator (on the Registrar) and special manager (Mr. E. A. M. Williams) would be continued in their appointment.

One case of enteric fever, Chinese, was reported during the week-end. Last week there were reported four fatal cases, of influenza, two fatal cases of plague, and two of small pox, all Chinese, and one of enteric fever, British.

The Pacific Mail s.s. "Empire State" is expected to arrive at Hongkong about Aug. 20.

CONSIGNEES' NOTICES.

Cargo from the s.s. "Benness" not cleared by August 22 will be subject to rent. Damaged cargo will be examined at 10 a.m. the same day. Agents: Gibb, Livingston, & Co.

P.W.D. LAND SALES.

At the offices of the Public Works Department yesterday afternoon, a piece of Crown Land at Samshui-po (New Kowloon Inland Lot No. 338) south-east of New Kowloon Inland Lot No. 301, containing about 4,314 square feet, was offered for sale by public auction for a term of 75 years, at an annual rent of \$20, commencing from July 1, 1918, with the option of renewal at a Crown Rent to be fixed by H.M.'s Surveyor for a further term of 24 years less 3 days. The upset price was \$3,258. There were many bidders, and the bidding rising by bids of \$100 was brisk until the \$4,500 mark was reached when several dropped out. The competition however continued keen until the property was eventually knocked down to Mr. Kwong Sang for \$5,200.

Another piece of Crown Land on the New Road from Bowen Road to Wanchai Gap (Inland Lot No. 2348) containing about 18,600 square feet, was offered for sale for a term of 75 years, at an annual rent of \$106, with the option of renewal at a Crown Rent to be fixed by H.M.'s Surveyor for a further term of 75 years. The upset price was \$2,060. The bidding was also very brisk, and the property was eventually sold to Mr. Lau Yik Cheuk for \$5,000.

THROUGH KUFFRA.

HUMOROUS ANECDOTES.

MRS. FORBES'S ADVENTURES.

Mrs. Rosita Forbes addressed the students of Bedford College on her journey through Kuffra, the Senussi oasis of Libya. From the cheerfulness of her description the audience might well have gathered that the expedition was a delightful holiday, but Sir Martin Conway, who presided, reminded them that it must have required great strength of purpose, very great force of character, and great force of courage.

Mrs. Forbes told many humorous anecdotes, including one of an 8-year-old youngster, her greatest admirer at Kuffra, who told her she was the breath of his life, and if she would only grow fat he would marry her when he grew up; but she related also stories of the rigours and dangers of the journey. She told how members of the expedition were received by tribes with hostility, how they were imprisoned; and on one occasion how they heard excited discussions going on outside as to whether or not they should be massacred at once. Dealing with the travelling conditions in the desert, she said: "One says that one walked along the deserts for eight days, but it is difficult to make people understand what it means. After loading the camel we had rice cooked in muddy water ten days old, and set out on our thirteen hours' walk, subsisting during the day on dates, malted milk tablets, and three small cups of water. We did forty-six kilometres a day, and at the end of it we had to cook supper before the sublime moment arrived when we could sit down for eight hours' uninterrupted rest."

AIR TAXIS ARRIVE.

A SHILLING A MILE.

NEW TYPE OF MACHINE.

A "boom" is developing in air-taxi hire. In mail week pilots have flown at a moment's notice to Antwerp, Brussels, and Paris.

At the air-station at Croydon the other day just before one of the big "express" came in from Paris, a neat little "air-taxi" piloted by its owner-driver, glided down. He had just flown over from his "garage," 20 miles away, to see if he could pick up a fare or two at the aerial Charing Cross. Nor did he have long to wait. A couple of passengers from the incoming "express" chartered him for a trip which brought in a fare of £20.

A new type of "air-taxi" with a speed of 100 miles an hour, built specially for private hire, has been completed at the works of the De Havilland Company, Edgware, Middlesex.

In addition to its pilot, the machine has luxurious accommodation for three passengers. Three travellers may charter one of them at a cost per passenger of 1s. a mile.

DARING PIRACY.

JUNK CAPTURED NEAR HONGKONG.

TAKEN INTO CHINESE WATERS AND ROBBED.

A daring piracy in British waters in board daylight, occurred on Thursday. The story of the affair was told to the police by the steersman of a trading junk on the vessel's arrival in port yesterday afternoon. According to him, the vessel, fully laden with cargo and carrying a crew of two besides himself, left Shaubaiwan on Thursday morning bound for Taipo. About noon, as they were passing through Sansumun Pass, they sighted two one-masted boats. The strangers made straight for them, and when a couple of hundred yards away, opened fire and ordered them to stop. Being unarmed, the junk people could do nothing but comply. The strangers made fast alongside, and four men climbed on board the junk. Two of the men carried Mauser pistols, and a third a revolver. They drove the steersman and his boys into the hold and there locked them in. Then taking their boats in tow, the pirates set sail for Paolokong, in Chinese territory, where they arrived on Saturday morning. Here the pirates released their victims, loaded \$1,000 worth of sundry goods into their own boats, and rowed away towards shore. The junk people were too afraid to follow and put back to Hongkong.

MADAME LILY.

HER TAILORS TAIL NOT.

M. Lily Negre, who trades as Madame Lily, modiste, of Des Voeux Road, and whose tailors are on strike at present owing to a wages dispute, sued six of the latter in the Summary Court before Mr. Justice Wood today for money lent and repayable on demand.

The defendants put in a counter-claim, urging that in December Madame Lily had agreed to give them a 30 per cent increase in wages in accordance with a request preferred by the dressmakers' guild. Their contention was that she owed them more than they owed her.

All of the cases were heard together, Mr. Webster appearing for the plaintiff and Mr. T. Rowan for the defendants.

Mr. Rowan explained that on December 22 Madame Lily, in response to an ultimatum presented to her by the employees, told them that she would increase their wages by 30 per cent. She promised to raise the rates from \$6 to \$8 in the case of afternoon dresses, from \$7 to \$9 for evening dresses, and from \$10 to \$15 for wedding dresses. The employees, being satisfied with this arrangement, returned to work, but on June 22 the defendants, discovering that the plaintiff owed them a good deal more than they owed her, consulted their solicitors and some correspondence took place. Later there was a further dispute and on July 6, the tailors came out on strike. They had not since resumed work.

The case is proceeding.

WILTS MAN IN TROUBLE.

DISORDERLY BEHAVIOUR IN SPRING GARDEN LANE.

Pte. William Etherington of the Wilts was this morning charged before Magistrate Orme with disorderly conduct in Spring Garden Lane last night, also with assaulting a Chinese girl. The girl said that she was sitting with some others in the front part of the ground floor of her house last night when the accused came in with some friends and without any warning assaulted her. She ran out of the house and blew a police whistle.

The accused alleged that the girl slapped his face first, and when he playfully chased her out of the house, she blew a police whistle, evidently misunderstanding his move.

Sergt. Shafton said with regard to the charge of disorderly conduct that when he arrived in the lane in answer to a telephone message, he found a large crowd outside the house. The accused who was very disorderly, resisted arrest, and force had to be used to take him to the station. The accused denied that he refused to go to the station with the Sergt. He alleged that the Sergt. used undue force and he merely protested against it. The Sergt. caught him by the neck and pushed him about violently. The Magistrate imposed a fine of \$20 or, in default, 14 days' hard labour.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S "Eucalypti and Eucalypti" should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may be a much suffering and inconvenient if you have it. For sale by all Chemists and Storekeepers.

SHIPPING.

SINGAPORE DISPUTE.

COLONIAL SECRETARY DEFENDS HIMSELF.

In the Legislative Council at Singapore, last week, the Hon. Mr. F. S. James, Colonial Secretary, who had been severely censured by the Judge who tried the action of the Eastern Shipping Company against the Government for compensation for unauthorised seizure of the company's nine ships during the war, made a long statement in his defence.

The *Straits Times* in a brief comment on the statement says: "The statement made by Mr. James at the Legislative Council meeting appears to us to be definite and conclusive. It leaves no possible room for doubt that the Eastern Shipping Company refused terms which every other shipping company accepted, and that its refusal was purely and simply based upon a desire to get bigger profits. Nothing Mr. James did, had any effect upon its policy, and the least that can be said is that it showed no very keen appreciation of the critical times or of the gigantic sacrifices the Empire was making. In these circumstances sympathy with the company or censure of Mr. James would be equally misplaced. The latter did his duty and no more. The company has certainly not earned a place on the roll of honour which will record the names of those who stood generously by the Empire in its hour of need."

PANAMA CANAL.

NEW FUEL RATES.

Information is published in "Lloyd's List" regarding Panama Canal coal prices for steamships and warships of all nationalities. The following are the new prices per ton at Cristobal (Colon), which are effective on and after July 10:

Delivered at Cristobal-coaling station \$15
 From lighters in quantities not under 50 tons 16
 Under 50 tons but not under 20 tons 17
 Delivered at Balboa, charge will be \$2 extra in each case.

The Canal Administration also supplies fuel oil at Cristobal and Balboa at \$2.75 per barrel of 42 gallons. The West India Oil Co., the Texas Oil Co., and the Panama Agencies Co., are now offering fuel oil at Cristobal at \$2.10 per barrel, and at Balboa at \$2.20 per barrel at Cristobal. The Union Oil Co., the West India Oil Co., and the Panama Agencies Co., supply oil at Balboa for \$2.10 per barrel.

The Panama Canal is not now in a position to supply Diesel oil. The West India Oil Co., the Union Oil Co., however, are offering Diesel oil at Balboa at \$3.50 per barrel.

GENERAL NOTES.

The Nab lightship, which was established as long ago as 1812, was removed on July 14 and superseded by a submarine bell buoy, which was placed south of the Nab Tower.

Against strong American competition a Glasgow firm, G. and A. Harvey, Ltd., Albion Works, Glasgow, has secured an order for two large heavy lathes for an eastern foreign Government, each machine is to weigh a hundred tons.

According to a Reuter telegram from Berlin, a semi-official statement issued there says: "Mine-sweeping in the North Sea has ended, and the North Sea is now clear of mines. Mine-sweeping is being vigorously carried on in the Northern Baltic. By the middle of July two half flotillas will be sent to the Northern Arctic Ocean to remove the German mine-field there."

Lloyd's Register shipbuilding returns for the quarter ended June 30 show that the merchant tonnage under construction in the United Kingdom at the end of June was 3,530,047 tons, a reduction of about 269,000 tons compared with the previous quarter. The total merchant tonnage building abroad is 2,669,421 tons, a reduction of 619,000 tons. In China there were seven ships building of a gross tonnage of 24,698 tons, and in Japan 45 ships of a gross tonnage of 2,291,262 tons.

Apologies of the recent hot weather at Home a visitor from Singapore wrote to a London paper: "We do not often have more oppressive days in Malaya than the last few in London. I put on a white cotton drill because it is the most sensible thing to wear in this weather. I could comfortably have added my pith helmet and a summer band, also a white umbrella, with green lining. All these things are reasonable in weather of this kind, but I doubted how Londoners would stand such a spectacle. I am bound to say I found them a little intolerant. I shall stick to my summer clothes until I get back to the rain in the East."

TO-DAY'S ADVERTISEMENTS.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

HE Steamship

"BENJAMIN."

From ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents

Hongkong, August 16, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Government Harbour Master, to sell by Public Auction,

on THURSDAY,

August 18, 1921, at 12 Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

The Government Steam Launch V. G. 1.

as the now lies off the Government Shipyard, Yau-mat.

Particulars of Launch

Length . . . 58 feet 4 inches

Beam . . . 6 " 7 "

Depth . . . 6 " "

Engines 120 lb. compound 9 x 14

Stroke 12 inches.

Boilers . . . 6 x 6 by 4 x 4

Terms:—Cash on fall of the hammer.

HUGHES & HUGHES, Auctioneers.

Hongkong, August 16, 1921.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 19, 1921,

commencing at 11 a.m.

at No. 1 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd.

Kowloon,

143 c.c. Galvanized Wire,

Gauge 16—20

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, August 16, 1921.

THE Undersigned have received instructions from the Solicitors for the Estate concerned to sell by Public Auction, on

FRIDAY, August 19, 1921,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street:

A Private Collection of Old Chinese Paintings.

On view from Thursday, the 16th inst.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, August 16, 1921.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, August 22, 1921,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street:

A Quantity of Valuable Household Furniture,

(Full Particulars from Catalogue).

Also

1 Cottage Piano by "Collard & Collard"

1 Victor Typewriter (new)

On view from Saturday, the 20th inst.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, August 16, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

DIFFERENT

FROM OTHER BEERS

IN THAT

IT IS ALL ENGLISH.

IT HAS THAT PRE-WAR ENGLISH TASTE.

IT IS BREWED FROM ENGLISH

MALT AND HOPS.

SUCH IS

R
 BRAND

ENGLISH PILSENER BEER.

SPECIAL PRICE

\$4.75

PER DOZEN PINTS—NETT.

LANE, CRAWFORD'S

COLUMBIA

DANCE RECORDS.

2949	SLOW AND EASY	...	...	...	Fox Trot
	DANCE—O—MANIA	...	...	...	" "
2906	ORIENTAL STARS	...	...	...	" "
	BOUND IN MOROCCO	...	...	...	" "
2938	COME BACK TO GEORGIA	...	...	...	" "
	TAKE IT EASY	...	...	...	One-Step
2775	I AIN'T GOT TIME TO HAVE THE BLUES	...	...	...	Fox Trot
	SLIDE KELLY SLIDE	...	...	...	One-Step
2695	MICKY	...	...	...	Fox Trot
	HERE COMES AMERICA	...	...	...	One-Step

ANDERSON'S

(THE RECORD SHOP.)

NOTICE.

We beg to inform our patrons and the public that our Photo Studio has been closed for the last three months, and now, the adjustment of affairs having been completed, we have this day reopened our Studio. Having every confidence in giving satisfaction to our customers in the execution of our work we respectfully solicit a continuance of their kind patronage.

MUMEYA & SANO,

Japanese Photographers & Photo Material Dealers,

(M. SANO, Sole Proprietors.)

Photo Studio, Nos. 35 & 40, Queen's Road, Central.

Hongkong, 10th August, 1921. Telephone No. 254.



Berger Paints
 Colours Enamels Varnishes

PREPARED PAINTS OF ALL KINDS AND COLOURS.
 BERGER'S LIQUID RED LEAD covers 50 per cent more surface, weight for weight, than ordinary hand-mixed Red Lead.
 MIXTURE:—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.
 STRUCTURAL & ROOF PAINT—A preservative.
 BERGER'S VARNISH—OIL VARNISH, BLACK JAPAN, COPAL ETC.
 LEWIS BERGER & SONS, LIMITED.
 FRANCHISES OF APPLICATION—STOCKS CARRIED.
 SOLE AGENTS:—
W. B. LOXLEY & CO.
 MR. BERGER MADE FINE COLOURS IN LONDON IN 1864.

Do you know
 that 201 of the most eminent physicians of America petitioned Congress a few years ago to admit Tamson free of Customs charges?

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

8, QUEEN'S ROAD CENTRAL, HONGKONG.

Tel. No. 133.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

REVENUE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To Macao: Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
From Macao: Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & S. Co., Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE".....Sailing on or about 30th September.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIGURE having been re-opened for traffic, cargo is also accepted for this port through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.
Via SINGAPORE, PENANG and COLOMBO.

S.S. "TRIESTE".....end of August.

FOR SHANGHAI.

S.S. "TRIESTE".....Sailing on or about 18th August.
Passengers' Logbooks can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO
SOUTH AFRICAN PORTS

S.S. "UMONA".....Sailing the beginning of Sept.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HIMALAYA MARU.....Saturday, 20th August.

BUENOS AIRES—Río de Janeiro, Santos, Durban & Cape Town via Singapore.

PANAMA MARU.....Thursday, 25th August.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

GANGES MARU.....Thursday, 25th August.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

DUSHI MARU.....Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARU (omit Dairen).....Tuesday, 23rd August.

HAWAII MARU.....Thursday, 1st Sept.

NEW YORK via PANAMA.

NEW ORLEANS via SUEZ.....Wednesday, 31st August.

HAMBURG MARU.....Thursday, 1st Sept.

JAPAN PORTS—Shanghai, Kobe & Yokohama.....Thursday, 1st Sept.

CHOSUN MARU (6000 tons).....Monday, 3rd October.

REELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.S. wharf near the Harbour Office.

AMAKUSA MARU.....Friday, 24th August.

TAKAO via SWATOW and AMOY.

BOSHI MARU.....Thursday, 25th August.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"ATREUS".....Via Suez Canal.....29th August.

"CITY OF CANTON".....Via Suez Canal.....8th September.

"Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE, THE BANK LINE, LD., HONGKONG

HONGKONG & CANTON REILS & CO., CANTON.

CHINA AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....27th August.

For Freight and Passage, apply to:-

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 112, Cross Street, Singapore.

Telephone No. 2307.

SHIPPING

C. N. O.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI, CANTON & TIENTSIN. HONGKONG TO SHANGHAI, CANTON & TIENTSIN. HONGKONG TO SHANGHAI, CANTON & TIENTSIN.

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VOYAGE OF THE QUEST.

SIR E. SHACKLETON'S
ANTARCTIC EXPEDITION.

Sir Ernest Shackleton is about to undertake a new voyage of Antarctic exploration says the Times. It will take him 30,000 miles in the Atlantic and Pacific and those uncharted seas that guard the Pole. His staff will include men who were with him in the "Nimrod" and the "Endurance" and his object is to solve some of the problems of geography as they affect little-known islands of the great oceans and the long mysterious line of the Antarctic region.

The expedition, which will start about the end of August, has been made possible by the generosity of Mr. John Quiller Rowett, of Ely Place, Frant, Sussex, who endowed the Rowett Institute for Agricultural Research, and made provision for research at the Middlesex Hospital. A large donation has been given also by Mr. Frederick Becker, the paper manufacturer. Thanks to them, the expedition will be equipped for every branch of scientific research with the most modern instrument and methods.

LITTLE BUT GOOD.
The ship is called the "Quest," and is a little vessel of hardly more than 200 tons net. She belongs to the Royal Yacht Squadron. It must not be inferred that she is a frail craft. On the contrary, with her sides 24 ft. thick, of oak, pine, and fir, and her bows shod with steel, she is well fitted for the strenuous part she has to play among erratic bergs and deceptive Antarctic fogs. Her length is only 111 ft., beam 23 ft., depth 12 ft. As she lies at Southampton, near the dock which accommodates the "Aquitania," her dimensions seem diminished by contrast; and indeed, without masts and funnel, she could be stowed away in one of the funnels of the great liner. Built in Norway four years ago, she has had her quality tried in the ice of the north. Her steaming radius is 9,000 miles; with her original sail she could do eight knots. The sail area is now being increased; she is being rigged as a brigantine; and other extensive alterations are being carried out by Messrs. Thornycroft, of Southampton. Above and below decks there will be laboratories and general scientific provision; platforms are in course of erection for sounding machines, by which the ocean depths can be tested down to 30,000 ft., together with winches for winding in captive balloons for examining wind currents, and a home for the specially constructed seaplane from which Sir Ernest Shackleton hopes great things. A powerful wireless set will be added.

A remarkable feature of the "Quest" will be her lack of a crew—a crew, that is, distinct from the scientific workers. The staff of the expedition will manage the ship themselves. As they are men of large experience, there is no reason to suppose the "Quest" will suffer at their hands. The long voyage will begin from the port of London. With her head turned south, and making as she goes a full hydrographical survey as well as charting of the air currents, the "Quest" will explore islands of the ocean which lie in "silent oblivion," partial, or complete. The zoologist and biologist will investigate the bird, animal, and marine life of these islands; and while the geologist looks into their structure, the magnetician will take his observations, and the camera and cinema men will record what goes on.

From the Salvages, near Madeira, the "Quest" will make for St. Paul's Rocks, an island on the Equator of which little is known. Thence she will sail to South Trinidad, where Sir Ernest Shackleton, on landing from Captain Scott's Discovery in 1901, saw a petrified forest, now to be explored. A visit will be paid to Tristan da Cunha, the Atlantic islet which gets its letters once in these years, and to Gough Island, which rises 4,000 ft. to the height of eight miles in mid-ocean. Only one scientific expedition is known to have put into Gough Island; members of the Bruce Expedition, who went ashore for a few hours in 1904, found in the short time at their disposal four new species of birds. On the ocean plateau about Gough Island soundings will be taken to prove how far true are surmises as to an underwater continental connection of Africa with America.

A HUGE PROBLEM.
Turning eastward, the "Quest" will then make for the Cape of Good Hope, where, at Cape Town, she will prepare for the most risky part of her voyage—that which will lead her to the Antarctic south of South Africa. Some 90 years have passed since a ship has been in these particular waters. Captain Scott, Sir Douglas Mawson, and Sir Ernest Shackleton himself have increased our knowledge of the Antarctic Continent south of New Zealand and south of South America; but all we know of the land in this other portion is one rocky cliff, Cape Anne in Enderby Land, and we do not know whether that is part of the Antarctic Continent or an island. For over 3,000 miles the region is a huge problem. The "Quest" may discover new seas; she may find new gulfs indenting an unexplored coast. An ice-bound coast may prevent her from reaching a very high latitude; or there may be open waters for her after the combat with the pack-ice. Great volcanoes, peeping above the skyline, may greet the eyes of the explorers as the "Quest" works ever farther south. They will be almost in the condition of a "stout Cortez," and many a moment of "wild surmise" may be theirs. It is expected that the "Quest" will emerge from the Antarctic near the Weddell Sea. She will then move north to the South Sandwich Islands and South Georgia, surveying and searching for suitable harbours for whaling stations. At South Georgia she will refit, and afterwards will turn east once more. In this direction sub-Antarctic Oceanic islands, like Bouvet Island and Heard Island, will be encountered. Landings will be made on their rarely seen shores. The southern fur seal may be discovered hereabouts. From the better-known islands it has disappeared, owing to the wanton slaughter of a century ago.

The peculiar propriety of the "Quest's" name is now fully apparent. She will surely have earned it by the time she reaches New Zealand. But, as she voyages from that country into the Pacific, romance will still cling to her errand. By dredging and sounding she is to search for the lost Pacific island of Tunaki mentioned in missionary history and native legend, but never seen. Dougherty Island may be found farther south. Its very existence, however, is doubtful. If it can be located and offers a suitable landing-place, it may make an oceanic station for wireless relay between New Zealand and South America, and serve in addition as a station for reporting on ice conditions by ships voyaging on this route. By Cape Horn and the Atlantic the "Quest" will return home.

Thus, the programme before the expedition is varied and full of interest. In the course of the voyage, work in every branch of science affecting the sea will be carried out. The temperatures range from the torrid to the frigid zones. All this involves a multifarious equipment and a vast amount of organization to meet the wide range of condition and circumstance.

SHACKLETON'S COMPANIONS.
Sir Ernest Shackleton takes with him a staff which includes six of his companions on former expeditions. Commander Frank Wild, C.B.E., the second-in-command, has much Polar experience. He was with Scott in the Discovery (1901-04), with Shackleton in the "Nimrod" (1907-09), with Mawson in the "Aurora" (1910-12), and with Shackleton in the "Endurance" (1914-17). He served with the North Russian Force with Shackleton during the war and was leader of the Spitzbergen Expedition in 1919. Commander Frank Worsley, D.S.O., with bar, was captain of the "Endurance" with Shackleton. During the war he commanded a "P" boat and also took part in the North Russian campaign.

Major A. H. Macklin, M.C., was surgeon and biologist in the "Endurance." During the war he served with the R.A.M.C. in France, Italy, and North Russia. Lieutenant Commander J. R. Srenhouse, D.S.O., D.S.C., R.D., R.N.R., was captain of the "Aurora." During the war he commanded a "mystery ship" and also served in the North Russian campaign. Captain L. Hussey, meteorologist in the "Endurance," served in the artillery in France. H. Green, who was cook of the "Endurance" and was wounded in the war, is sailing as cook in the "Quest."

HOME TRADE.

MANCHESTER MARKET.

Messrs. Morreau and Spiegelberg, Manchester, reported as follows on July 6.
Cotton.—Quotations have remained fairly steady during the week. Liverpool Spot Prices yesterday were:—
American F. M. 8.06d. last week 7.91d.
Egyptian Sakellaris F.G.F. 15.50d. last week 15.50d.

Yarns.—Prices have advanced a little and are firmer. More mills are working full time.
Cloth.—The optimistic feeling continues, and prices are firmer. It is more difficult than it was a month ago to find a manufacturer who is so "hungry" as to be compelled to sell at a huge loss.

Practically every section of the market is doing some business, although it is only small in volume in most cases.

The Eastern markets are all showing signs of revival. India continues to buy cautiously. Business has been done for China, where conditions are apparently improving.

The Straits and Java are replenishing their stocks of certain lines, and a fair business is reported.

The suspension of payment of a French Bank is not expected to affect Eastern import houses.

South America is buying small lines, and purchases have been made for the Levant.

There is a strong feeling here that prices for dyeing, bleaching, and other finishing processes are still too high.

Such business as comes to book only does so after much negotiation. Purchases are made with a very careful eye on price and delivery. Even the most optimistic observers do not predict anything approaching a boom like that of last year, when purchasers outbid each other to place orders regardless of price.

Buyers both here and abroad appear to consider that we have reached a position where purchases may be safely made for at any rate, 4 or 6 months ahead.

Bar Silver is quoted at 36½d. last week, 35½d.

Exchanges:—
Paris.....40.58 last week 46.73
Amsterdam 11.38 " 11.30
New York 3.74 " 3.78
Calcutta 1.3-5-16 " 1.3-5-16
Hongkong 2.7½ " 2.7
Shanghai 3.6½ " 3.5½

LATEST WEEKLY REPORT.

Messrs. James F. Hutton and Co., Ltd., Manchester, reported as follows on July 13:—

The feature of the past week's trading in the cotton markets has been the heavy increase in spot sales at Liverpool. These have shown signs of a steady improvement for some time and have now reached daily totals larger than for many months; the total on the 11th inst. being 12,000 bales and yesterday 15,000 which have not been equalled since early January 1920. This is not altogether due to buying by spinners for immediate consumption, although demand on this account is considerably better; but is rather due to the fact that cotton is dear to purchase from America owing to the decline in sterling exchange and advantage has been taken of the cheap lots offered at Liverpool to replenish stocks. The effect on values has been appreciable, as the buying has caused a good deal of covering, and quotations show substantial advances. The basis for the lower grades has been raised as the demand for these has been the more considerable. In the yarn and cloth sections there is still a good enquiry but actual transactions do not increase although they are probably of a more varied character. The tone remains very firm however with an upward tendency and it is probably in consequence of this that much of the business offered, increasing various makes well bought recently, is not now acceptable. Buyers seemingly are not ready to follow what advance had taken place in prices, but, unless

TRADE SUCCESS IN CHINA.

COMING AMERICAN INVESTIGATION.

British engineering interests in China will learn with interest, perhaps not altogether unmixed with consternation, that towards the close of this year a party of five hundred American engineers will visit—we had almost written descend upon—China to study the reasons for British trade success in engineering products in the Chinese markets. Whilst the purpose of the visit is good, says Eastern Engineering, the lines upon which it is to be carried out appear to be not only good, but noble. Naturally, these five hundred gentlemen will not tour China in a body. But, granting that the party is split up into committees and sub-committees, and divided and sub-divided into sections for dealing with special industries and special districts, their number suggests a visitation rather than a visit. The scheme has been organised by the President of the Engineers' Club of Washington. It has its origin in the prevalent opinion in American business circles that lack of knowledge of Chinese conditions and customs has in the past seriously retarded the development of trade between the two countries. The project illustrates the enterprise of the American engineering industry. It is also a tribute—a tribute almost embarrassing in its dimensions—to British methods. British and American engineers work well together in China. The forthcoming visit is well calculated to improve still further existing relations. In these circumstances, perhaps, the number forming the party cannot be too large nor their visit too lengthy. We feel sure that coupled with their investigations will be the spirit of co-operation in up-holding the ideals of the engineering profession, and in the wise development of the resources and markets of China.

NAVAL DRAFT.

OFFICERS AND RATINGS
ARRIVE.

Twenty naval officers and ratings arrived at Hongkong yesterday by the P. and O. steamer "Khyber," from London, to join various vessels on the China Station.

A complete list of the officers and ratings and the ships to which they have been posted, is as follows:—
Commander Wood and Sub-Lt. Whetstone to the "Hawkins."
Eng. Commander Hill, Sub. Lt. Stevens and Ordnance Art. Willey to the "Curlew."

Gunner Moore and Warrant Eng. Churcher to the "Canoe."
Lieutenant King to the "Foxglove."
Sub. Lt. Stitt and Eng. Room Art. Brown to the "Colombo."

Ch. Elect. Art. Symons to the "Ambrose."
Elect. Art. Armstrong, S.B.P.O. Cubbit and Stokers Cooper and Purty to the "Titania."

C. P. O. Sadler to the "Bluebell."
Stoker P.O. Fox to the "Magnolia."
Vict. Officer Andrews to the Kowloon Depot.

Sgt. Lewthwaite and Gunner Walton of the Royal Marines are going to Shanghai.

demand falls off there appears to be little prospect of another relapse. There is certainly a growing desire to make replacements in evidence which is largely responsible for the more optimistic feeling here and probably the best feature of the situation is the much more general desire on the part of overseas buyers to clear up old outstanding shipments. This is no doubt caused by anxiety to buy whilst prices are on a low basis but whatever the reason it is a very welcome sign for where there is will the means can usually be found. India and China have again been the best of the overseas outlets, the demand for the former, Calcutta especially, continuing very steadily. Java and Singapore have also bought various moderate lots.

SOLUTION TO KILL RUST.

TREATS A SMALL SCREW OR A BIG BATTLESHIP.

A solution that will destroy rust without injury to metal is claimed to have been discovered by Paul. H. Eigholz, who gave a demonstration of the process at his house in San Francisco.

Describing what happened, the Central News San Francisco correspondent states that Mr. Eigholz poured into a jar a small quantity of the solution which looked like slightly clouded water. Into this he then plunged a screw completely covered with rust. In a few minutes the watchers saw the red coating disintegrate, and in a quarter of an hour the screw was completely clean, whilst the rust was at the bottom of the jar.

FOUR YEARS' EXPERIMENT.

The discovery has taken four years of patient persevering effort, in which there were frequent disappointments, until the inventor hit one morning on the secret of keeping the elements in the liquid in permanent solution and knew that his goal was at last reached. Only the inventor and his wife know the secret of the solution, and it is their intention to give it at their death to the agents who will handle the product.

It is claimed that the liquid, which is known as "R and T," is non-inflammable, non-explosive, and non-poisonous. When some of it was allowed to fall on a wooden table there was no more effect than if the fluid had been plain water. The wire brushes, emery paper, or files that are used for removing rust are said to be only partly effective, whilst sulphuric acid baths that have been resorted to have an element of danger to the workmen, and also involve risk of injury to the metal.

APPLIED WITH A BRUSH.

The galvanising method used for battleships is effective for 15 years, but its cost makes its use impossible for ordinary industrial enterprises. Eigholz says his process is inexpensive; that it does not involve elaborate machinery, and that the solution may be used over and over again until it disappears through evaporation.

It will, he adds, dissolve rust that has even eaten into the metal, and is not necessary to dismantle machinery, as the solution may be applied with a brush. In intricate metal parts the solution will find its way in from the surface. The size of the plant offers no obstacle, and a battleship may be treated as effectively as a small screw.

The process will, according to the inventor, not only save millions that are now lost through the scrapping of metal parts, but will economise time and labour. Work that now requires a couple of hours may be done in twenty minutes by his process, and with far less cost. It was the sight of the destructive effects of rust upon piano-tuning keys that led Eigholz to make his experiments.

The attainment of the 80th year of publication of the Hongkong Government Gazette reminds us of the early days of British trade in the Far East. The L. & C. Express of July 14 We still look back with admiration upon the determination with which the members of the Company at Canton pushed forward their trade in the days of the Hoppo and his official colleagues. Also, we remember how, despite the heat, fever, pirates, and other drawbacks, British merchants set out to build up the commerce of Hongkong. In these days, backs are not so readily bent to work, in spite of comfortable conditions, as compared with fifty or sixty years ago, under which it had to be performed. On January 26, 1841, the British formally took possession of Hongkong, and on May, 1, of the same year the first Hongkong Gazette appeared. The estimated population of the island was then 7,450, with 800 at Kowloon. At the last census the population of Hongkong was nearly half a million, and the trade of the Colony in 1920 totalled £212,302,539 (excluding treasure).

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER

"Daisy" Brand \$1.45 per lb.
"Dairy Maid" 1.35 " "
"Pastry" 1.15 " "

CHEESE

Gouda (Full Cream) \$1.25 per lb.
Australian Cheddar 1.00
Picnic (own make)60 a Jar.
Coulommier (own make) 40 per pat.

FISH

Fillets \$.80 per lb.
Haddocks70 " "
Kippers60 " "
Red Herrings30 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

THIRD WEEK
OFWHITEAWAY'S
GREAT SUMMER
SALE

MONDAY, 15th to SATURDAY, 21st
AUGUST.

SPECIAL BARGAINS.

SEE OUR WINDOWS

HAWKES' HELMETS \$13.50 Each.
The Best hat made
TRESS'S HELMETS \$ 9.50 "
STRAW HATS \$ 3.00 "
All Sizes
MEN'S GREY FELT TERA HATS \$ 6.50 "
MEN'S LUNCH BRACES \$ 1.00 pr.
MEN'S NEGLIGE SHIRTS \$ 2.00

COME & SEE THESE BARGAINS.

WHITEAWAY, LAIDLAW & CO., LTD.
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TRIALS SOLICITED BY
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THE CHRONOMETER AND WATCH MAKER
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HORROR AND HEALTH.

TOO MUCH TERROR MAY
AFFECT THE HEART.

How far is horror compatible with art?

The question has been raised by the scene of terror in the new Grand Guignol play, The Old Women, at the Little Theatre. The terror aroused in the audience by this piece was such that women rushed out of the theatre to avoid hearing the blood-curdling screams of Miss Sybil Thorndike, whose eyes are supposed to be picked out with a needle by three lunatics.

Miss Thorndike herself admits that she was frightened when she first read the play.

"I soon realised, however, that it was a work of art," said Miss Thorndike to a press representative. "It is a

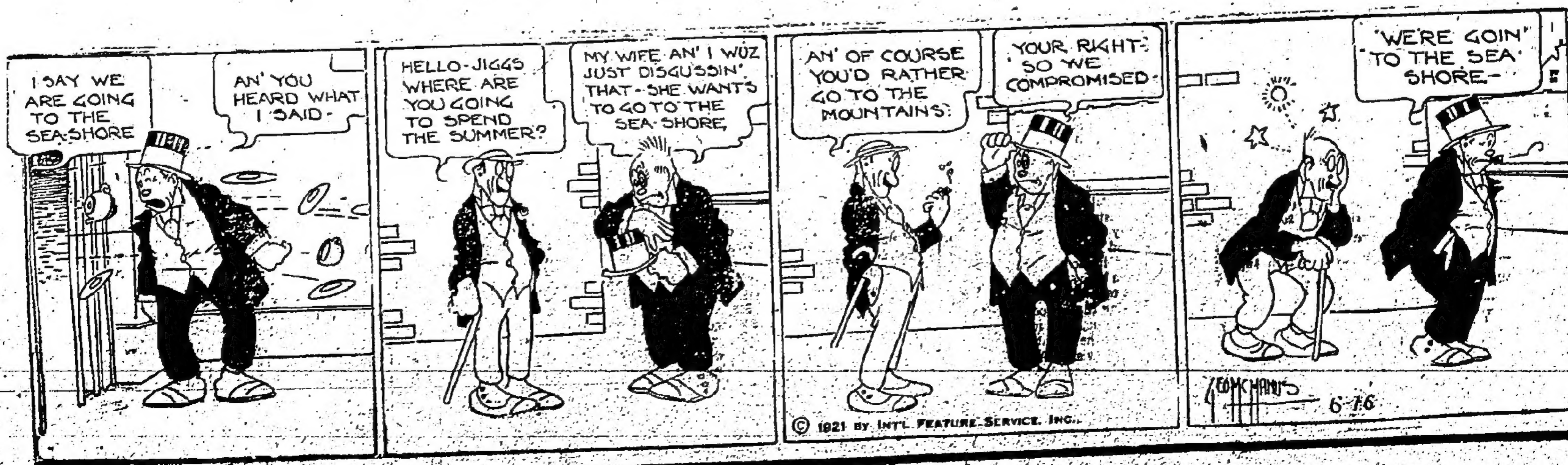
beautiful play, perfectly worked out. The only thing to which it can be adequately compared is the music of Mozart. The fear inspired by it in the audience should be more than counterbalanced by the perfection of the play."

What is the medical aspect of the case?

"Terror appeals to a certain type of mind," said an eminent London physician to a Daily Express representative. "There are some people who are so constituted that they must have emotion, no matter whether it is joy or fear."

"It goes without saying that those with heart trouble or neurasthenia might suffer most seriously from the effects of acute fear and excitement such as are said to be aroused by this new piece."

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE-CHINA COAST, ETC.

SWATOW.
Aug. 17.-I.C.S.N. Mitsui Maru.
18.-I.C.S.N. Mitsui Maru.
19.-D. L. Mitsui Maru.
20.-C. N. Mitsui Maru.
21.-C. N. Mitsui Maru.
22.-D. L. Mitsui Maru.
23.-O. S. K. Mitsui Maru.
24.-O. S. K. Mitsui Maru.

AMOY.
Aug. 19.-D. L. Mitsui Maru.
20.-O. S. K. Mitsui Maru.
21.-O. S. K. Mitsui Maru.

FOOCHOW.
Aug. 19.-D. L. Mitsui Maru.
20.-O. S. K. Mitsui Maru.

SHANGHAI.
Aug. 17.-I.C.S.N. Mitsui Maru.
18.-I.C.S.N. Mitsui Maru.
19.-D. L. Mitsui Maru.
20.-C. N. Mitsui Maru.
21.-C. N. Mitsui Maru.
22.-D. L. Mitsui Maru.
23.-O. S. K. Mitsui Maru.
24.-O. S. K. Mitsui Maru.

TIENTSIN.
Aug. 20.-I.C.S.N. Mitsui Maru.

HANKOW.
Sept. 21.-B. F. Mitsui Maru.

TSINGTAO.
Aug. 17.-I.C.S.N. Mitsui Maru.
18.-I.C.S.N. Mitsui Maru.
19.-D. L. Mitsui Maru.
20.-C. N. Mitsui Maru.
21.-C. N. Mitsui Maru.
22.-D. L. Mitsui Maru.
23.-O. S. K. Mitsui Maru.
24.-O. S. K. Mitsui Maru.

KEELUNG.
Aug. 20.-I.C.S.N. Mitsui Maru.

TAKAO.
Aug. 20.-O. S. K. Mitsui Maru.

HAIPHONG AND HOIHOW.
Aug. 18.-C. N. Mitsui Maru.
19.-I.C.S.N. Mitsui Maru.

SAIGON.
Sept. 1.-O. S. K. Mitsui Maru.

SINGAPORE.
Aug. 21.-C. N. Mitsui Maru.
22.-I.C.S.N. Mitsui Maru.
23.-I.C.S.N. Mitsui Maru.
24.-I.C.S.N. Mitsui Maru.

BANGKOK.
Aug. 17.-I.C.S.N. Mitsui Maru.
18.-I.C.S.N. Mitsui Maru.

PHILIPPINE ISLANDS, ETC.

MANILA.
Aug. 18.-I.C.S.N. Mitsui Maru.
19.-I.C.S.N. Mitsui Maru.
20.-I.C.S.N. Mitsui Maru.
21.-I.C.S.N. Mitsui Maru.

CEBU AND ILOILO.
Aug. 22.-C. N. Mitsui Maru.

SANDAKAN.
Aug. 25.-I.C.S.N. Mitsui Maru.

JAVA PORTS, ETC.

INDIAN PORTS, ETC.

CALCUTTA.
(Via Rangoon).
Aug. 20.-B. F. Mitsui Maru.
21.-I.C.S.N. Mitsui Maru.
22.-I.C.S.N. Mitsui Maru.
23.-I.C.S.N. Mitsui Maru.

BOMBAY AND COLOMBO.
Aug. 21.-P. & O. Mitsui Maru.
22.-P. & O. Mitsui Maru.
23.-P. & O. Mitsui Maru.
24.-P. & O. Mitsui Maru.

SYDNEY AND MELBOURNE.
Aug. 20.-C. & A. Mitsui Maru.
21.-C. & A. Mitsui Maru.
22.-C. & A. Mitsui Maru.
23.-C. & A. Mitsui Maru.

JAPAN PORTS.
Aug. 17.-M. M. Mitsui Maru.
18.-M. M. Mitsui Maru.
19.-M. M. Mitsui Maru.
20.-M. M. Mitsui Maru.

AMERICAN PORTS.
Aug. 16.-C. P. O. Mitsui Maru.
17.-C. P. O. Mitsui Maru.
18.-C. P. O. Mitsui Maru.
19.-C. P. O. Mitsui Maru.

BIRD OF PARADISE.

SAVING MEASURE.

PLUMAGE BILL PASSED AFTER 14 YEARS.

The Plumage Bill, which prohibits the importation into the United Kingdom of plumage, excepting ostrich plumes and feathers, passed the third reading in the House of Commons. The Bill aims at protecting beautiful birds, such as the humming birds, the egret, and the birds of paradise from torture and extinction.

The Bill which has been approved by the House of Commons is the outcome of a 14-years campaign in Parliament against the extinction by cruel and revolting methods of obtaining valuable feathers which perform a valuable service to man in the destruction of insect pests. In many cases the plumage was torn from the birds during the breeding season.

In 1907 Lord Avebury's Plumage Bill was introduced in the House of Lords. A series of Bills on the same lines has since been before Parliament, but each time, until this year, the opposition of the interested minority has prevailed against the expressed wishes of the bulk of the people's representatives.

Oct. 5.-B. F. Tyndarus.
13.-C. P. O. Mitsui Maru.
25.-C. P. O. Mitsui Maru.
26.-B. F. Tyndarus.
Dec. 14.-B. F. Tyndarus.

SEATTLE.
Aug. 21.-N. Y. K. Mitsui Maru.
22.-N. Y. K. Mitsui Maru.
23.-N. Y. K. Mitsui Maru.
24.-N. Y. K. Mitsui Maru.

SAN FRANCISCO.
Aug. 21.-N. Y. K. Mitsui Maru.
22.-N. Y. K. Mitsui Maru.
23.-N. Y. K. Mitsui Maru.
24.-N. Y. K. Mitsui Maru.

PORTLAND.
Sept. 5.-A. L. Mitsui Maru.

VALPARAISO.
(Via the Cape).
Sept. 10.-N. Y. K. Mitsui Maru.
11.-N. Y. K. Mitsui Maru.
12.-N. Y. K. Mitsui Maru.
13.-N. Y. K. Mitsui Maru.

NEW ORLEANS.
(Via Suez).
Aug. 31.-O. S. K. Mitsui Maru.

NEW YORK.
(Via Panama).
Aug. 18.-N. Y. K. Mitsui Maru.
19.-N. Y. K. Mitsui Maru.
20.-N. Y. K. Mitsui Maru.
21.-N. Y. K. Mitsui Maru.

SOUTH AMERICAN PORTS.
Aug. 20.-B. F. Mitsui Maru.
21.-B. F. Mitsui Maru.
22.-B. F. Mitsui Maru.
23.-B. F. Mitsui Maru.

DURBAN AND CAPE TOWN.
(Via Singapore, Suez, Aden, Rio de Janeiro, Santos and Mauritius).
Aug. 25.-O. S. K. Mitsui Maru.

EUROPEAN PORTS.
Aug. 25.-A. L. Mitsui Maru.

BRINDISI, VENICE & TRIESTE.
Aug. 25.-A. L. Mitsui Maru.

LONDON.
Aug. 17.-O. S. K. Mitsui Maru.
18.-O. S. K. Mitsui Maru.
19.-O. S. K. Mitsui Maru.
20.-O. S. K. Mitsui Maru.

LIVERPOOL.
Aug. 19.-B. F. Mitsui Maru.
20.-B. F. Mitsui Maru.
21.-B. F. Mitsui Maru.
22.-B. F. Mitsui Maru.

HAMBURG.
Sept. 16.-H. E. A. Mitsui Maru.
17.-H. E. A. Mitsui Maru.
18.-H. E. A. Mitsui Maru.
19.-H. E. A. Mitsui Maru.

BANKS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)
CAPITAL: ... G\$4,000,000
SURPLUS & UNDIVIDED PROFITS: ... G\$2,000,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

R. WEUSTHOFF, Acting Manager.

THE WATER SUPPLY.

Letal and Storage of water in reservoirs on the 1st August, 1921.

CITY AND DISTRICT WATER WORKS.

TABLE.

Consumption of water in the City and District in millions and decimals of millions during the month of July.

Consumption of water in Kowloon in millions and decimals of millions during the month of July.

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BAN 8.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: ... \$15,000,000
RESERVE FUNDS: ... \$2,500,000
STERLING: ... \$21,500,000
RESERVE LIABILITY OF: ... \$15,000,000
PROPRIETORS: ... \$15,000,000

COURT OF DIRECTORS:
G. M. Edkins, Esq., Chairman.
G. M. Edkins, Esq., Deputy Chairman.
G. M. Edkins, Esq., Secretary.
G. M. Edkins, Esq., Treasurer.
G. M. Edkins, Esq., Auditor.

MANAGER: HONGKONG: A. H. BARLOW, Esq.
SHANGHAI: G. M. Edkins, Esq.

BRANCHES: HONGKONG, SHANGHAI, CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

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BANKS.

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE: 11, Gracechurch Street, London E.C. 3.

BRANCHES: HONGKONG, SHANGHAI, CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

R. WEUSTHOFF, Acting Manager.

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BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

BRANCHES: HONGKONG, SHANGHAI, CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

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Arnold Brothers & Co., Ltd.

Import — Shipping
Export — Engineering

HEAD OFFICE—SHANGHAI
BRANCHES—HANKOW, TIENTSIN, PEKING, CHENGKING,
CHINKING, HONGKONG, CANTON, CHANG-
SHA, NEWYANG, NIKKEN AND HARBIN.
AGENCIES—LONDON AND NEW YORK.

Beautiful your Home by using

"SYNOLEO"

The famous "Oil Bound"

DISTEMPER (Colour-wash)

"SYNOLEO" is in paste form, and only requires thinning with Cold water to be ready for the Brush. Is easily applied.

"SYNOLEO" does not rub off on the clothes. Colours fast to light and retain their appearance for years.

"SYNOLEO" is manufactured in the most delicate tints and the deepest shades.

"SYNOLEO" is the latest product in Distempers, and is superior to all others—Commands a very large sale throughout China.

STOCKED IN HONGKONG & SHANGHAI
in many attractive Colours.

TINT BOOK and full particulars from—

Branch Houses of Manufacturers
WILKINSON, HEYWOOD & CLARK, LTD.
(Great Britain's Largest Paint Makers)
Alexandra Buildings, HONGKONG. International Building, SHANGHAI.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

RUMORS FROM RUSSIA.

COMMUNIST REGIMENTS TO SHOOT STARVING PEASANTRY.

PARIS, August 16.

It is reported that communist regiments are being despatched to the interior of Russia with orders to shoot the starving peasantry who are trying to cross from one government to another.

PRINCESS ESCAPES BY BOGUS MARRIAGE.

The Princess Tatiana Kourakin has arrived in Paris. She was imprisoned for three years in Russia. She escaped by a pretended marriage with a Bolshevik, paying him for his part twelve million roubles.

AMERICANS BARRED.

A message from Riga states that Livinoff has advised the American commissioners that the Soviet does not allow any American in Russia during the revolution to accompany relief organisations. It is contended that this is due to the fact that the Americans have seen and know much and could not be deceived by the Bolsheviks.

GENERALS SHOT.

REVAL, August 15.

Advices from Archangel state that Generals Klenkowski and Gutor, former members of General Brusiloff's executive war council who were long imprisoned have now been shot with forty other officers and the wives of two officers who fled from Russia.

NOT HOPELESS.

STILL HOPE FOR FURTHER IRISH NEGOTIATIONS.

LONDON, August 15.

There is a strong disinclination both in Dublin and London to regard the situation arising out of the communications between the British and Sinn Féin Governments as hopeless. It is expected that the Daily Eireann meeting to-morrow will be influenced by the universal feeling of relief in Ireland since the operation of the truce and will hesitate to take a step which will again plunge the country into anarchy. Comments in the Dublin press to-day are very moderate and obviously inspired by a desire to say nothing likely to close the door on further negotiations.

OBAT GUNA.

MYSTERIOUS PRACTICES OF MALAY PAWANGS.

From time immemorial people have had a hankering after spells and love potions, and no people are more addicted to the use of these charms, than the Malays themselves. The makers of these charms, or obat guna, as they are called, are usually women, and very often the art, if one may so call it, is kept in one family or sometimes one particular kampong. The Malay when in trouble, illness or merely in love with someone, usually someone else's wife or husband, promptly goes to see the local pawang, or medicine man, and obtains from him either the charm itself or instructions for making it. These Malays often prefer to employ a Sakai pawang as they are much more cheap.

The ingredients of the obat guna are many, and varied. The very ancient practice of making an effigy of the person whom you wish to affect, and then damaging it in some way is very common. In one case, to the personal knowledge of the

writer, a man was in love with a girl who was already married; he went to the pawang and was advised to get the following by fair means or foul; a photo of the girl and some item of clothing worn by her. These the man obtained and they were wrapped up in white linen accompanied by various incantations by the pawang. The pawang then gave instructions for her client to keep the bundle under his pillow, and said the girl would undoubtedly come to him. She certainly did but only to claim her property which by some means she had traced. It is a popular belief that the keeping of pangs, by Chinese in the Malay kampongs has a lot to do with the decreased efficacy of the present day obat guna.

In support of a claim by Messrs. Vickers, Ltd. before the Royal Commission on Awards to Inventors it was stated that under the old method of construction, it would require 825,000 gold-beater's skins from 750,000 cattle to make the gas bags of an airship of the R23 class. It was claimed that Messrs. Vickers' invention had halved the number of skins necessary.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"THERESIAS" 16th Aug. London, Amsterdam & Antwerp
"CALCHAS" 30th Aug. London, Rotterdam & Hamburg
"KEEMUN" 6th Sept. London, Rotterdam & Hamburg
"NELEUS" 13th Sept. London, Amsterdam & Antwerp
"GLAUCUS" 20th Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"CYCLOPS" 19th Aug. Havre, Rotterdam & Liverpool
"NINGCHOW" 30th Sept. Genoa, Marseilles & Liverpool
"THESEUS" 20th Sept. Marseilles, Havre & Liverpool
"EUMAEUS" 24th Oct. Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
"IXION" 24th Aug. Victoria, Seattle and Vancouver
"TALITHYBUS" 14th Sept.
"TYNDAROS" 24th Oct.

NEW YORK SERVICE

"ATREUS" (via Suez or Panama) 29th Aug. via Suez

PASSENGER SERVICE

"THERESIAS" 16th Aug. for Singapore & London
"PYRRHUS" 6th Sept. for Shanghai Kobe & Yama
"ASCANIUS" 7th Sept. for Singapore & Liverpool
"PYRRHUS" 11th Oct. for Singapore & London

For Freight and Passage Rates and all Information Apply to—
BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

Parcel Post Service for Nanning and places beyond Wuchow is temporarily suspended.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Time
TUESDAY, AUGUST 16.	
Japan	11.45 a.m.
WEDNESDAY, AUGUST 17.	
Shanghai	11.45 a.m.
Manila	11.45 a.m.
Straits	11.45 a.m.
Shanghai	11.45 a.m.
Straits	11.45 a.m.
SEIKON	11.45 a.m.
THURSDAY, AUGUST 18.	
Japan and Shanghai	11.45 a.m.
Australia and Manila	11.45 a.m.
FRIDAY, AUGUST 19.	
Shanghai	11.45 a.m.
Japan	11.45 a.m.
Straits	11.45 a.m.
Straits	11.45 a.m.
Straits	11.45 a.m.
SATURDAY, AUGUST 20.	
Straits	11.45 a.m.

OUTWARD MAILS.

For	Time
TUESDAY, AUGUST 16.	
Samshui, and Wuchow	4.30 p.m.
Amoy, Shanghai and North China	5 p.m.
Saloon	5 p.m.
Wahaiwei, Chefoo and Tientsin	5 p.m.
WEDNESDAY, AUGUST 17.	
Philippine Islands, Australia and New Zealand, via Thursday Island	11 a.m.
Registration 8.45 a.m. Letters 9.30 a.m.	
Swatow, Amoy and Fuzhou	11 a.m.
Shanghai, North China and Japan	11 a.m.
Shanghai, North China and Japan	11 a.m.
THURSDAY, AUGUST 18.	
Hohow, Pakhoi and Haiphong	8 a.m.
Shanghai, North China, Japan, Canada, United States, Central and South America & EUROPE via VAN COUVER, B.C. Registration 9.15 a.m.	
Letters 10.00 a.m.	
Swatow, Shanghai and North China	10 a.m.
Shanghai and North China	10 a.m.
FRIDAY, AUGUST 19.	
Japan	9 a.m.
Straits, Bangkok, Ceylon, Malacca, Marquis, South Africa, India, via Durban, Egypt & EUROPE via Marseilles, Registration 8.45 a.m.	
Letters 9.30 a.m.	
Shanghai and North China	11 a.m.
Swatow, Amoy and Fuzhou	11 a.m.
Philippine Islands	11 a.m.
SATURDAY, AUGUST 20.	
Hohow and Bangkok	8 a.m.
Shanghai, North China, Japan, Canada, United States, Central and South America & ADEN	10 a.m.
Straits, Bangkok, Ceylon, Malacca, Marquis, South Africa, India, via Durban, Egypt & EUROPE via Marseilles, Registration 8.45 a.m.	
Letters 9.30 a.m.	
Shanghai and North China	11 a.m.
Swatow, Amoy and Fuzhou	11 a.m.
Philippine Islands	11 a.m.
SUNDAY, AUGUST 21.	
Swatow, Amoy and Fuzhou	9 a.m.
Shanghai and North China	9 a.m.
MONDAY, AUGUST 22.	
Hohow and Haiphong	8 a.m.
TUESDAY, AUGUST 23.	
Swatow, Amoy and Fuzhou	9 a.m.
Shanghai and North China	9 a.m.
WEDNESDAY, AUGUST 24.	
Philippine Islands, Australia, New Zealand, via Thursday Island, Registration 1.45 p.m.	
Letters 2.30 p.m.	
THURSDAY, AUGUST 25.	
Shanghai and North China	11 a.m.
Swatow, Amoy and Fuzhou	11 a.m.
SATURDAY, AUGUST 27.	
Shanghai and North China	11 a.m.

*Correspondence bearing vessel's name only.

WEATHER REPORT.

Aug. 16d. 11h. 15m.—Warning to Hongkong Coast Ports. A depression or typhoon of unknown intensity within 120 miles of Hongkong, S. and 1330 E. moving N.E.

Aug. 16d. 12h. 22m.—Pressure has decreased moderately over S. Japan and Okinawa. It has increased considerably over the Bonins, and moderately at Shanghai and Guam. The Bonins typhoon continues on a northerly track.

The depression or typhoon which was to the east of Formosa yesterday has moved rapidly to north-eastward. The depression over S. E. China has moved westward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.49 inches, against an average of 58.1 inch.

Forecast for the 24 hours ending at noon on August 17th.

1.—Hongkong. Fair. Rock. S. W. or variable winds, moderate to fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG.

DAILY WEATHER REPORT.

AUGUST 16, 1921.—a.m.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Victoria Peak	6 a.m.	29.92	74	—	N.W.	0	—
Yamuk	6 a.m.	29.84	—	—	—	—	—
Victoria Peak	7 a.m.	29.85	—	—	—	—	—
Victoria Peak	8 a.m.	29.78	—	—	—	—	—
Victoria Peak	9 a.m.	29.63	—	—	—	—	—
Victoria Peak	10 a.m.	29.61	—	—	—	—	—
Victoria Peak	11 a.m.	29.53	—	—	—	—	—
Victoria Peak	12 m.	29.47	—	—	—	—	—
Victoria Peak	1 p.m.	29.33	—	—	—	—	—
Victoria Peak	2 p.m.	29.41	—	—	—	—	—
Victoria Peak	3 p.m.	29.81	71	95	—	0	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
Victoria Peak	9 p.m.	—	—	—	—	—	—
Victoria Peak	10 p.m.	—	—	—	—	—	—
Victoria Peak	11 p.m.	—	—	—	—	—	—
Victoria Peak	12 m.	—	—	—	—	—	—
Victoria Peak	1 p.m.	—	—	—	—	—	—
Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
Victoria Peak	9 p.m.	—	—	—	—	—	—
Victoria Peak	10 p.m.	—	—	—	—	—	—
Victoria Peak	11 p.m.	—	—	—	—	—	—
Victoria Peak	12 m.	—	—	—	—	—	—
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Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
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Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
Victoria Peak	9 p.m.	—	—	—	—	—	—
Victoria Peak	10 p.m.	—	—	—	—	—	—
Victoria Peak	11 p.m.	—	—	—	—	—	—
Victoria Peak	12 m.	—	—	—	—	—	—
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Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
Victoria Peak	9 p.m.	—	—	—	—	—	—
Victoria Peak	10 p.m.	—	—	—	—	—	—
Victoria Peak	11 p.m.	—	—	—	—	—	—
Victoria Peak	12 m.	—	—	—	—	—	—
Victoria Peak	1 p.m.	—	—	—	—	—	—
Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
Victoria Peak	9 p.m.	—	—	—	—	—	—
Victoria Peak	10 p.m.	—	—	—	—	—	—
Victoria Peak	11 p.m.	—	—	—	—	—	—
Victoria Peak	12 m.	—	—	—	—	—	—
Victoria Peak	1 p.m.	—	—	—	—	—	—
Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—
Victoria Peak	7 p.m.	—	—	—	—	—	—
Victoria Peak	8 p.m.	—	—	—	—	—	—
Victoria Peak	9 p.m.	—	—	—	—	—	—
Victoria Peak	10 p.m.	—	—	—	—	—	—
Victoria Peak	11 p.m.	—	—	—	—	—	—
Victoria Peak	12 m.	—	—	—	—	—	—
Victoria Peak	1 p.m.	—	—	—	—	—	—
Victoria Peak	2 p.m.	—	—	—	—	—	—
Victoria Peak	3 p.m.	—	—	—	—	—	—
Victoria Peak	4 p.m.	—	—	—	—	—	—
Victoria Peak	5 p.m.	—	—	—	—	—	—
Victoria Peak	6 p.m.	—	—	—	—	—	—